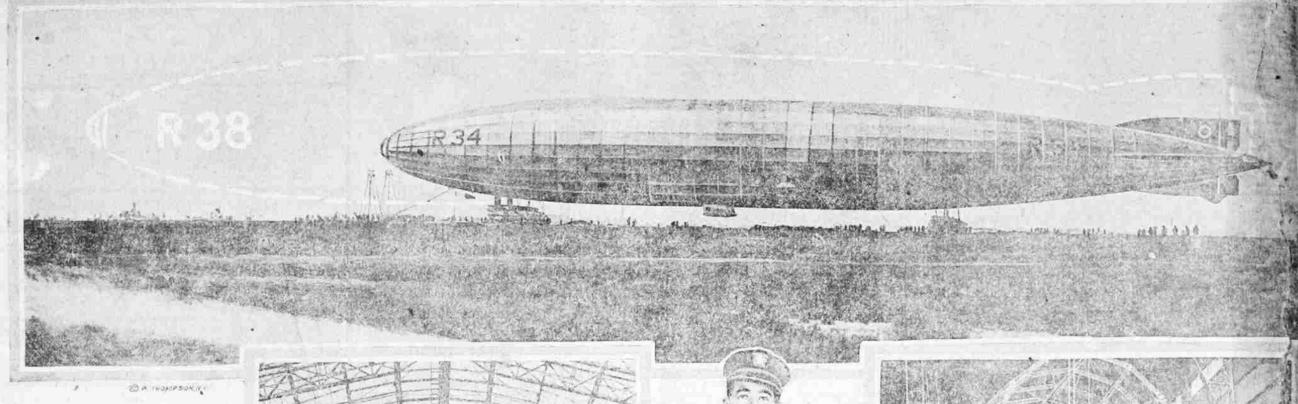
World's Greatest Airship, Owned by U. S., Here

Graphic picture showing the enormous size of the R-38, the rigid lighter than air vessel being built in Great Britain for the United States. The R-34, photographed at Mincola after her transatlantic voyage, almost a pygmy in contrast. In the centre is Commander L. H. Maxfield, U. S. N., who will bring R-38 over with a navy crew of seventy-two men, now in training



R-38. One-Third Larger Than the R-34That Flew From England to Long Island, Being Completed in Britain---American Navy Crew to Fly It Home, Now in Training Abroad

BY MINOTT SALINDERS Former United States Armo Plat.

Convelote, 1921, by THE NEW YORK HEREIT

de-tuned and made in the Creak tie Ministry for the Collect States will take off for its remeating in their and "

July Witten forty-sight house it should land on the despectation of the media are item. lighter than all non-him odding a new cagto the acteurs of axiation and the blocker of nathantion

Time is the plan. It depends, or signing to the men in charge of the mission, on two things only, the weather and the a room dations for the solp in America. The craft itself wile year likely no ready within a couple of months the men who will fly it are ready now. Her the hanger it take hurst. New Jersey to home it when arrives will not be easily to no size or more climatic conditions will prevail then So there is no huers on this side to get away.

Construction Gives No Concern

Despue Various Handicaps The construction of the B-32 has been somewhat delayed by labor troub's and a shortage of material. The original specificashortage of material. The original reconstitutions called for completion this month, but early last fall the time was extended a charge of the British Ale Ministry and they month, and now it may be fourer, but this are heaping all that secret. he and the month, and now it may be fourer, but this are heaping all that secret. The and the month are desided extensions.

The construction is developing most salisis no concern about the delivery of the will not be divulged until America gets the finished ship when it is wanted. Some ship. weeks ago it was thought likely that the because of advices from Washington than

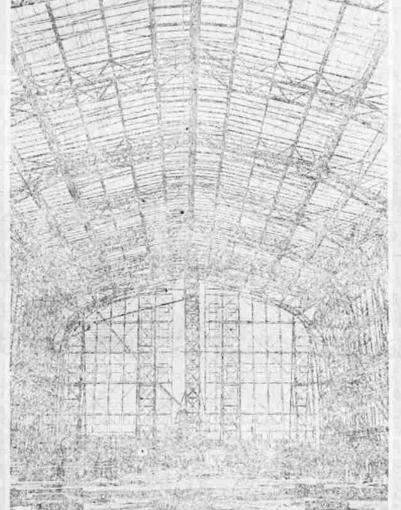
any interruption of progress her .

The R-SS is still in its construction tangar in Included field there miles outside of Bedford It is now only a gaunt steel ribbed sheleton, but as the finishing touches are being applied to the framework a corps of the air almost daily. men are working on the canvas. When completed the shin will be 63% feet long and have a gas canacity of 2,750,000 cubic feet. If will stand ?? feet bigh and have a mameter of \$5 feet. Her speed? "We don't know," the experts say "an airship is like a water ship, you never can tell until she nioves it." But it is generally expected the R-28 will make between sixty and eighty knots an hour, probably nearer sixty in normal flight, but around eighty in an effernency. It will carry six twelve-cylinder Sunbeam motors, with cockpit, or "bridge," forward and in front of the two foremost maters and directly under the reutre of the hag.

U. S. Navy Engineer Expects

New Craft to Break All Records The ship will be the largest and fastest ver built. Greater craft may have been conceived in famey, or even designed, but the R-\$5 will have the premier place. Commander H. T. Dyer, United States Navy engineering expert, who is at Bedford imspecting the work as it progresses, is sure of this. He scoffs at German bonsts and is confident the R-38 will break all records. He is at Redford with

When Commander Dyer was asked what new ideas in the science of aeronauties would be employed, he said he could not tell. "The designing and construction are entirely to the west."



ADMINISTRATION PROPERTIES AN

View of the record breaking bangar being constructed at Lukenurat, N. J., to house the new dirigit le

ment over the R-31, the Atlantic ploneer. factority, the British and American afficials, but the new ideas, which are no longer under in charge are in complete accord and there, experiment, but have proved advantageous,

The craw sent over to train for the R-28 Saip would be able to get away in April or flight by not stationer where the ship is May, but this hope has been shardoned more being built. Comman, r L. H. Marrield, a veteran mayal flyer, is at Flowden, Yorkshire, with fifteen officers and forty-three men, all United States naval tren. They are training on the old British field there on the R-52. and the British keep the R-33 there also, Already they are seasoned fliers; they take

Sixty Americans Keep Cheerful

In Yorkshire's Most Desolate Spot In England they say that Yorkshire has every conceivable kind of country. There may be doubt about that, but there is no doubt that Howden is the most desolate section of all Yorkshire. Selby, with 9,000 inhabitants, is ten miles away, and Hull thirty miles in the other direction. These sixty Americans have been there since April, and they are facing another six months, but ther are far from discouraged.

Capt. Maxfield has a lively, bustling camp-somewhat showed in at present-and men and officers are working hard and pull-ing muzether to learn all there is to know about handling a rigid airship. This month that they as " Oling records in their log on tem-perature effects, not because they fear the severity of an English winter, but they are thinking of next winter on the Jersey coast These rigids carry water for ballast, and so they have to look to something besides their motors. All wis men have had a great many hours in the R-32, and during the recent acconduction congress here the Americans were over London daily. Sometimes they

the R-28 will break all records. He is at Bedford with a single non-com assistant, and will remain until the fob is finished.

Commander Dyer is a tall, forceful Tankee popular in Bedford and highly held by the British builders. He says he is only a sort of finison between the builders and the Navy Department, but any advice and suggestions he has are always well received, and he says the relations are most cordial.

When Commander Dyer was asked what



Group of U. S. Navy petty officers and men, part of the crew of seventy-two now in training to fly the R-38 across the Atlantic next July. Photograph taken just before they sailed from New York.

Hull or Leeds, and now and then the Y. M. C. A. in London sends visitors. They so in for athletics, like any group of healthy Americans wherever stranded will do, and recently when the U. S. Pittsburg put in at Southampton they got together a football. team and beat the Pittsburg eleven 19 to 0 The victory didn't get on many British sporting pages, but it was a great game and one that vastly asionished the few rustics who buppened to pass along the country road.

The men make periodical trips to Bedford detachments to study the construction of the R-35. They keep in close touch with the

Capt. Maxneld hopes to command the ship kind of weather.

On Ra maiden voyage, but no arrangements this immensely simplifies the terminal cross the Atlantic.

This immensely simplifies the terminal cross the Atlantic.

The Navy Department has constructed a side the crew members. Certainly if there entirely independent of the weather in hangar at Lakeburst, N. J., where p.28 may

is a list at all it will be light, because every man means so much less fuel. It is quite likely that a British officer will make the frip on an invitation extended in courtesy for the trip given an American officer by "be more space for managers, mail and freight. The is a development that is practically limities in the opinion of experts, who attended were based on this feature. R-23 is stanch and rugged—a real ship of the attended to the first process of the greater size and consequent greater buoyancy, the frames could be more strongly and the engines could be more specific.

Most important of all the improvements when full of gas she will have 2724,000.

the R-25. They keep in close touch with the powerful.

The R-35 outwardly looks like the E-24, powerful, and they will be ready to step into it and take off. When they make trips in the R-32 perhaps is that the big, stanch R-33 is continued to the ready they will be ready to step into it and the big, stanch R-33 is continued to the constant wireless communication with their home field.

Capt. Maxifeld hopes to command the ship into of weather.

The R-35 outwardly looks like the E-24. When full of gas she will have 2.724,000 cubic feet capacity, which is fifteen image to move that of the C-5, the United States naval dirighle that blew to see and was lost off Newtoundiand on the eve of an attempt to

The Navy Department has constructed a

Part of the frame of R-18, one construction in Britain, be ready to fly in June. construction of the giant

be housed. Capt. T. T. Craves gars canable of accommodating Pardily count

the a bittleship than an al-

There is no comparison in tigid airship and an airothme, said. "The overage sylator nirehip men must be familiar a science. In fact, we handle, a clei-na we would bandle a balllering call in a bridge. The afficer on we consider by algrants as on boar fights. He not touch a control; he is for away in power supplies and he look a open to not so an availar who can the not so an availar who can the norm a twist of his perist, but as a mariner or the sea. He must continue all take thes. It is not enough for sim to temperature at his own is sell be n what he might expect a ti sowand f He must compute his formance and and be in a position 10 commun all sections of his ship ut at get re-not only has his command but in his latitude and tengitude. He for snew or rain that an aviator to dodge but he must have his

"When his watch is ever he is reacher officer, and he sives into his sleep or cat make out reports, will blay cards or otherwise These rigids are not built for hivish but they have every facesoury for the same way as thesy would on

This was strange floring talk to a man had crossed the "T" loss than two

"Then you must pulse that sensitive of the air entirely." I suggested.

"Miss it! Not at all answered the fain: "only instead of feeling it with a der har and a food stick we register it our delicate sclenified instruments; it is noticely different blad of sension.

entirely different kind of aviation. The game must be moving on," I sold "Yes," he smiled: "five years ago I eliting under a ponderous motor hamboo struts and with a strapped to each wing."

Mightier Than Himalay

MONG the greatest results by the Hedin explorations was the discovery of a co mountain chain, 2,000 miles long, east and west, and which, taken a the earth. Its average bright show level is greater than that of the Hims and although its peaks are from 5,900 feet lower than Mount Ev Dusses average 3,000 feet higher that

of the Himalayas. The enstern and western parts range were known before, but the previous to Dr. Hedin's visit.













